C 43/989-2

SOUTH

CHICAGO

NORTH

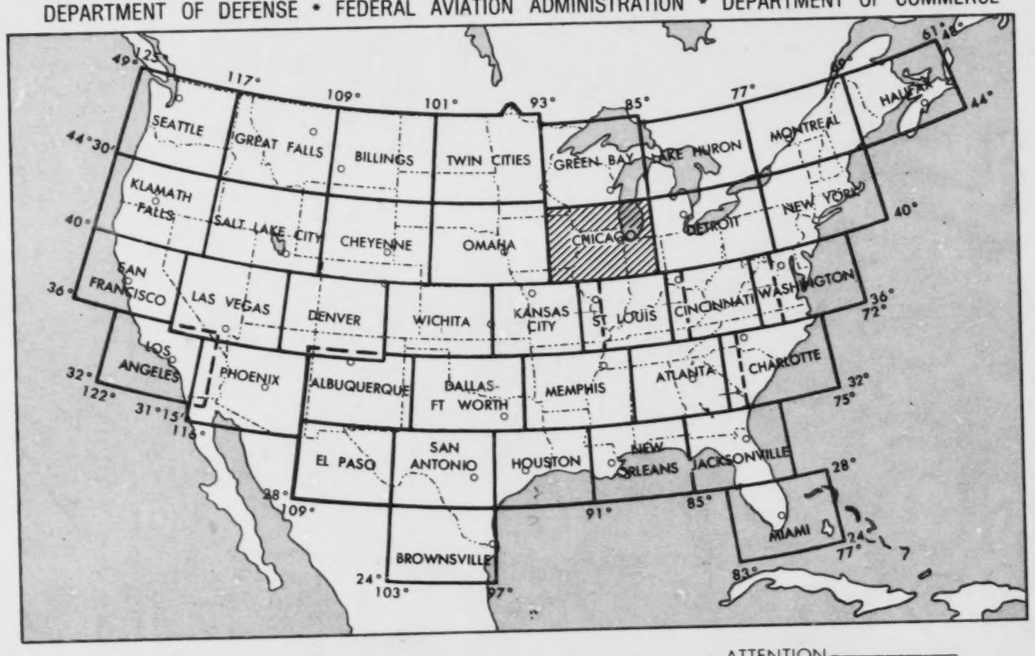
SECTIONAL AERONAUTICAL CHART
SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 41°20' and 46°40'
Horizontal Datum: North American Datum of 1927
Topographic data corrected to *August 1989*

39TH EDITION *October 19, 1989*

Includes airspace amendments effective *September 21, 1989*
and all other aeronautical data received by August 24, 1989
Consult appropriate NOTAMs and Flight Information
Publications for supplemental data and current information.
This chart will become *OBSOLETE FOR USE IN NAVIGATION* upon publication of
the next edition scheduled for *MAY 3, 1990*

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE
SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION • DEPARTMENT OF COMMERCE



CONTOUR INTERVAL 500 *feet*
Intermediate contour 250 feet
500 250

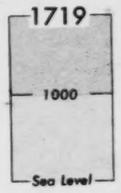
HIGHEST TERRAIN elevation is 1719 *feet*
located at 43°02'N - 89°51'W

Critical elevation ---------- •4254
Approximate elevation ---------- x3200
Doubtful locations are indicated by omission
of the point locator (dot or "x")

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet **12**5



MILITARY TRAINING ROUTES (MTRs)

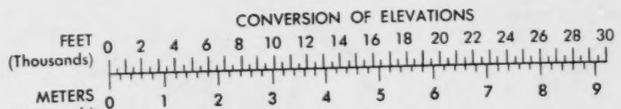
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Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

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Military Pilots refer to Area Planning AP/1B Military Training Route North and South America for current routes.

CONVERSION OF ELEVATIONS



Published at Washington, D.C.
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

C 55.416/10:

best copy available

SOUTH

CHICAGO
LEGEND

NORTH

Airports having Control Towers (Airport Traffic Areas) are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways — Seaplane Base

Hard-surfaced runways 1500 ft. to 8000 ft. in length

Hard-surfaced runways greater than 8000 ft.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having emergency or landmark value.

Military - Other than hard-surfaced. All military airports are identified by abbreviation AFB, NAS, AAF, etc. For complete airport information consult DOD FLIP.

Heliport Selected — Unverified — Abandoned - paved having landmark value — Ultralight Flight Park Selected

Services - fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. Consult A/FD for service availability at airports with hard-surfaced runways greater than 8000 ft.

Rotating light in operation Sunset to Sunrise

AIRPORT DATA

Box indicates Special Traffic Area (See FAR 93) — NAME — FSS — Indicates Flight Service Station on field.

CT - 118.3 ★ Ⓒ

ATIS 123.8

285 L 72 122.95 — UNICOM

VFR Advsy 125.0

Airport of entry

FSS - Flight Service Station

CT - 118.3 - Control Tower (CT) - primary frequency

★ — Star indicates operation part time. See tower frequencies tabulation for hours of operation.

Ⓒ Indicates Common Traffic Advisory Frequencies (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting available on request, part-time lighting, or pilot-controlled lighting

72 - Length of longest runway in hundreds of feet, usable length may be less.

When facility or information is lacking, the respective character is replaced by a dash. All lighting codes refer to runway lights. Lighted runway may not be the longest or lighted full length.

All times are local.

NFCT - Non Federal Control Tower

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

VHF OMNI RANGE (VOR)

VORTAC

VOR-DME

Non-Directional Radiobeacon

Marine Radiobeacon — POINT LOMA 302

Other facilities, i.e., Commercial Broadcast Stations, FSS Outlets, RCO, etc.

122.1R 122.6 123.6 — OAKDALE — 362 116.8 OAK

Underline indicates no voice on this freq.

Square indicates TWEB, AWOS or HIWAS available at this NAVAID

R - receive only

T - transmit only

122.1R — CHICAGO CHI

Heavy line box indicates Flight Service Station (FSS). Freqs 121.5, 122.2, 243.0 and 255.4 are normally available at all FSSs and are not shown above boxes. All other freqs are shown.

For Airport Advisory Service use FSS freq 123.6

In Canada all available FSS frequencies are shown.

122.1R — MIAMI — Controlling FSS

Frequencies above this line box are remoted to NAVAID site. Other freqs at controlling FSS may be available determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

2000

2000 MSL

NAME

V 3 ←270°

TCA - Terminal Control Area

Mode C

MTR - Military Training Routes

IR21

OBSTRUCTIONS

2049

UC

MISCELLANEOUS

—1°E—

TOPOGRAPHIC INFORMATION

Roads

Road Markers

Railroad

Bridges And Viaducts

Power Transmission Lines

Catenary: Height greater than 200 ft

Aerial Cable

Lookout Tower P-17 (Site Number) 618 (Elevation Base Of Tower)

CG Coast Guard Station

Race Track

Tanks: water, oil or gas

Oil Well • Water Well

Mines And Quarries

Mountain Pass

11823 Elevation of Pass

Outdoor Theater

Rocks

Shipwreck

Pier

Perennial Lake

Non-Perennial Lake

Dams

C 43/989-2

SOUTH

CHICAGO
SECTIONAL AERONAUTICAL CHART
SCALE 1:500,000

NORTH

Lambert Conformal Conic Projection Standard Parallels 41°20' and 46°40'
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CONTOUR INTERVAL 500 feet
Intermediate contour 250 feet

HIGHEST TERRAIN elevation is 1719 feet
located at 43°02'N - 89°51'W

Critical elevation 4254

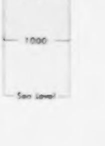
Approximate elevation x3200

Doubtful locations are indicated by omission of the point locator (dot or "x")

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Example: 12,500 feet — 12⁵



—MILITARY TRAINING ROUTES (MTR)—

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted — route widths and altitudes are not shown.

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CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

Published at Washington, D.C.
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

C 55.416/10:

CONTROL TOWER FREQUENCIES ON CHICAGO SECTIONAL CHART

...ports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control ...ency. Selected transmitting frequencies for each control tower are tabulated in the adjoining spaces, the low or medium ...smitting frequency is listed first followed by a VHF local control frequency, and the primary VHF and UHF military frequencies, ...those frequencies are available. An asterisk (*) follows the part-time tower frequency remoted to the collocated full-time FSS ...e as Airport Advisory Service (AAS) during hours tower is closed. Hours shown are local time. Radio call provided if different ...ower name.

...omatic Terminal Information Service (ATIS) frequencies, shown on the face of the chart are normal arriving frequencies, all ...requencies available are tabulated below.

...) and (or) PAR indicates Radar Instrument Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
...ON NF		0600-2200		126.0	
		0700-2100	125.85	120.6	
...NGTON-NORMAL	BLOOMING-TON	0600-2200		124.6 388.9	
...APIDS		0500-2330	124.15	118.7* 247.2	ASR
...O MIDWAY	MIDWAY	CONTINUOUS	132.75	118.7* 226.3	ASR
...O O'HARE INTL	O'HARE	CONTINUOUS	135.4 269.9	126.9 120.75 390.9	ASR
DANE CO REGIONAL TRUAX	MADISON	0600-2300	124.65 278.3	119.3 257.8	ASR
DELAWARE CO JOHNSON	MUNCIE	0700-2200	133.25	120.1 379.8	
DUBUQUE REGIONAL		0700-2300		119.5 226.8	
DU PAGE		CONTINUOUS	124.8	120.9* 257.8	
ELKHART NF		0600-2300 MON-FRI 0600-2000 SAT 0600-2400 SUN		119.5	
FORT WAYNE		CONTINUOUS	121.25	119.1* 257.8	ASR
GENERAL MITCHELL INTL	MILWAUKEE	CONTINUOUS	126.4	119.1 325.8	ASR
NAS GLENVIEW	GLENVIEW	0700-2300 MON-SAT 1200-2300 SUN	281.0	126.2 340.2	ASR/PAR
GREATER PEORIA	PEORIA	CONTINUOUS	136.1 282.2	119.1 252.9	ASR
GREATER ROCKFORD	ROCKFORD	0600-2300	126.7	118.3* 239.0	ASR
GRISSOM AFB		CONTINUOUS	271.8	126.2 295.7	ASR/PAR
HATCHER GARY REGIONAL	GARY	0600-2100 MON-FRI 0700-2000 SAT-SUN		126.3	
KALAMAZOO CO		0600-2300	127.25	118.3	ASR
KELLOGG	BATTLE CREEK	0600-2200		118.5 293.0	
KENT CO INTL	GRAND RAPIDS	0600-2400	118.85	119.3 257.6	ASR
LA CROSSE		0600-2100	124.95	124.3* 248.2	
MEIGS		0600-2200	127.35	121.3 257.8	
MICHIANA REGIONAL	SOUTH BEND	0600-2400	118.15	118.9* 257.8	ASR
MUSKEGON CO	MUSKEGON	0600-2300	124.3	121.1	ASR
OUTAGAMIE CO	APPLETON	0600-2300		119.6	
PAL WAUKEE		0600-2100 MON-FRI 0700-2100 SAT-SUN	124.2	119.9	
PURDUE UNIV	LAFAYETTE	0700-2100	127.75	119.6* 393.0	
QUAD CITY		0500-2400	121.2	119.4 257.8	ASR
ROCHESTER		0630-2400	120.5	118.3* 257.8	ASR
ROCK CO	JANESVILLE	0600-2100	128.25	118.8 397.2	
SPARTA/FORT MC COY AAF		BY NOTAM		124.6 229.4	
TIMMERMAN		0700-2100 SEP-MAY 0700-2200 JUN-AUG	128.3	120.5	
UNIV OF ILLINOIS WILLARD	CHAMPAIGN	0600-2400	124.85	120.4 229.4	ASR
VOLK (NG)		0800-1600 TUE-SAT		126.2 236.6	ASR PAR
WATERLOO		0600-2300	120.65	118.1 257.8	
WAUKEGAN REGIONAL NF	WAUKEGAN	0600-2000	132.4	120.05	
WAUKESHA CO NF	WAUKESHA	0600-2100		123.7	
WITTMAN REGIONAL	OSHKOSH	0600-2200	125.8	118.5 257.6	

TCA, ARSA TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

CEDAR RAPIDS ARSA	119.7 WITHIN 20 NM (091°-269°) 134.05 WITHIN 20 NM (270°-090°)
CHAMPAIGN ARSA	121.35 291.0 WITHIN 20 NM (313°-133°) 132.85 285.65 WITHIN 20 NM (134°-312°)
CHICAGO MIDWAY ARSA	119.45 226.3 WITHIN 20 NM
GRAND RAPIDS ARSA	124.6 257.6 WITHIN 20 NM (NORTH) 128.4 257.6 WITHIN 20 NM (SOUTH)
LANSING ARSA	125.9 226.4 WITHIN 20 NM (SOUTH) 118.65 226.4 WITHIN 20 NM (NORTH)
MADISON ARSA	124.0 396.0 WITHIN 20 NM (WEST) 120.1 350.3 WITHIN 20 NM (EAST)
MICHIANA ARSA	118.55 257.8 WITHIN 20 NM (270°-099°) 124.1 257.8 WITHIN 20 NM (100°-269°)
MILWAUKEE ARSA	126.5 307.0 WITHIN 20 NM (NORTHWEST) 118.0 379.8 WITHIN 20 NM (SOUTHEAST)
MOLINE ARSA	118.2 257.8 (S/SE OF ACTIVE RWY) 125.95 257.8 (N/NE OF ACTIVE RWY)
PEORIA ARSA	119.95 326.2 WITHIN 20 NM (126°-304°) 125.8 269.2 WITHIN 20 NM (305°-125°)
KALAMAZOO TRSA	119.2 255.9 (EAST OF LOC) 121.2 340.9 (WEST OF LOC)
MUSKEGON TRSA	118.2 (140°-319° RWY 14-32) (050°-229° RWY 5-23) 119.8 (320°-139° RWY 14-32) (230°-049° RWY 5-23)
ROCKFORD TRSA	126.0 (WEST) 327.0
GRISSOM AFB RADAR	120.0 363.8
VOLK (NG) RADAR	125.6

SPECIAL USE AIRSPACE ON CHICAGO SECTIONAL CHART

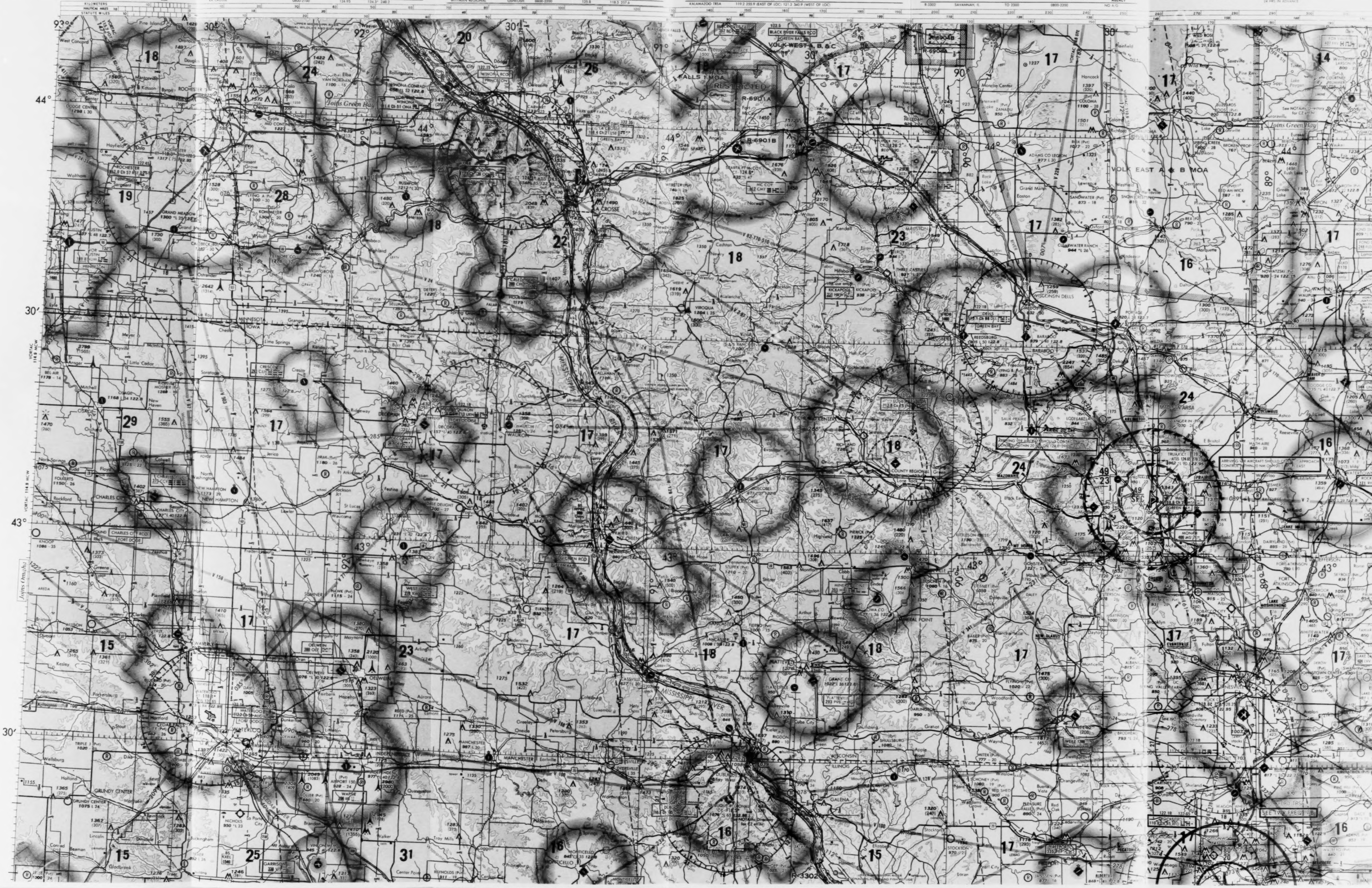
Unless otherwise noted altitudes are MSL and in feet; time is local.
Contact nearest FSS for information.
†Other time by NOTAM contact FSS

The word "TO" an altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications

U.S. P-PROHIBITED, R-RESTRICTED, A-ALERT, W-WARNING, MOA-MILITARY OPERATIONS AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
R-3302	SAVANNAH, IL	TO 2300	0800-2200	NO A/G
R-6901A	FORT MC COY, WI	TO 20,000	CONTINUOUS MAY 1-SEP 30 0800-2200 MON-FRI & 0800 FRI-2200 SUN OCT 1-APR 30 OT BY NOTAM 24 HRS IN ADV	[illegible]
R-6901B	FORT MC COY, WI	TO 20,000	BY NOTAM 24 HRS IN ADVANCE	[illegible]
R-6903	SHEBOYGAN, WI	TO FL 450	CONTINUOUS SUNRISE TO SUNSET	[illegible]
R-6904A	VOLK FIELD, WI	150 AGL TO 17,000	SUNRISE TO 1800†	[illegible]
R-6904B	VOLK FIELD, WI	TO 17,000	SUNRISE TO 1900†	[illegible]

MOA NAME	ALTITUDE OF USE*	TIME OF USE†	CONTROLLING AGENCY
CHIPPEWA	7000	0900-1100 AND 1330-1530 MON-SAT	ZMP CNTR
FALLS 1	500 AGL TO BUT NOT INCL 10,000 MSL	INTERMITTENT MAY-AUG AND OT BY NOTAM 24 HRS IN ADVANCE	ZMP CNTR



SOUTH

CHICAGO
LEGEND

NORTH

Airports having Control Towers (Airport Traffic Areas) are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways — Seaplane Base

Hard-surfaced runways 1500 ft. to 8000 ft. in length

Hard-surfaced runways greater than 8000 ft.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification.

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Heliport Selected — Unverified — Abandoned – paved having landmark value — Ultralight Flight Park Selected

Services – fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. Consult A/FD for service availability at airports with hard-surfaced runways greater than 8000 ft.

Rotating light in operation Sunset to Sunrise

AIRPORT DATA

Box indicates Special Traffic Area (See FAR 93) — NAME — FSS — Indicates Flight Service Station on field

CT – 118.3 ★ C

ATIS 123.8

285 L 72 122.95 — UNICOM

VFR Advsy 125.0

Airport of entry

FSS – Flight Service Station

CT – 118.3 – Control Tower (CT) – primary frequency

★ – Star indicates operation part time. See tower frequencies tabulation for hours of operation.

C Indicates Common Traffic Advisory Frequencies (CTAF)

ATIS 123.8 – Automatic Terminal Information Service

UNICOM – Aeronautical advisory station

VFR Advsy – VFR Advisory Service shown where ATIS not available and frequency is other than primary CT frequency.

285 – Elevation in feet

L – Lighting in operation Sunset to Sunrise

*L – Lighting available on request, part-time lighting, or pilot-controlled lighting.

72 – Length of longest runway in hundreds of feet; usable length may be less.

When facility or information is lacking, the respective character is replaced by a dash. All lighting codes refer to runway lights. Lighted runway may not be the longest or lighted full length.

All times are local.

NFCT – Non Federal Control Tower

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

VHF OMNI RANGE (VOR)

VORTAC

VOR-DME

Non-Directional Radiobeacon

Marine Radiobeacon — RBn — POINT LOMA 302

Other facilities, i.e., Commercial Broadcast Stations, FSS Outlets, RCO, etc.

122.1R 122.6 123.6

OAKDALE

362 116.8 OAK

Underline indicates no voice on this freq

Square indicates TWEB, AWOS or HIWAS available at this NAVAID

R – receive only

T – transmit only

122.1R

MIAMI

Controlling FSS

122.1R

CHICAGO CHI

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For Airport Advisory Service use FSS freq 123.6

In Canada all available FSS frequencies are shown.

Frequencies above thin line box are remoted to NAVAID site. Other freqs at controlling FSS may be available determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft MSL are shown on this chart. All times are local.

CZ – Control Zone

CZ – Extends upward from the surface

CZ within which fixed-wing special VFR flight is prohibited

Class C or F CZ (Canada)

TA – Transition Area

The limits of controlled airspace are shown by tint bands (vignette) and are color-coded in blue and magenta.

Floor 700 feet above surface

Floor 1200 feet above surface

2000

2000 MSL — Floors other than 700 feet or 1200 feet above surface

Prohibited, Restricted, Warning and Alert Areas

MOA – Military Operations Area

Special Airport Traffic Areas

Special Air Traffic Rules (See F.A.R. Part 93 for details)

NAME

V 3 ←270°

TCA – Terminal Control Area / Canadian Class C Airspace

Mode C (See F.A.R. 91.24/AIM)

ARSA – Airport Radar Service Area

TRSA – Terminal Radar Service Area

—IR21 MTR – Military Training Routes

OBSTRUCTIONS

1000 ft and higher AGL

below 1000 ft AGL

Group Obstruction

Obstruction with high-intensity lights. May operate part-time.

2049 – Elevation of the top above mean sea level

(149) – Height above ground

UC – Under construction or reported; position and elevation unverified

CAUTION: Guy wires may extend outward from structures.

MISCELLANEOUS

—1°E— Isogonic line

Ultralight Activity

Hang Gliding Activity

Glider Operations

Flashing Light

Marine Light

TOPOGRAPHIC INFORMATION

Roads

Road Markers

Railroad

Bridges And Viaducts

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Lookout Tower P-17 (Site Number) 618 (Elevation Base Of Tower)

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Non-Perennial Lake

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CHICAGO
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SCALE 1:500,000

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Critical elevation 4254

Approximate elevation x3200

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Example: 12,500 feet — 12^5

1719 — 1000 — Sea Level

MILITARY TRAINING ROUTES (MTRs)

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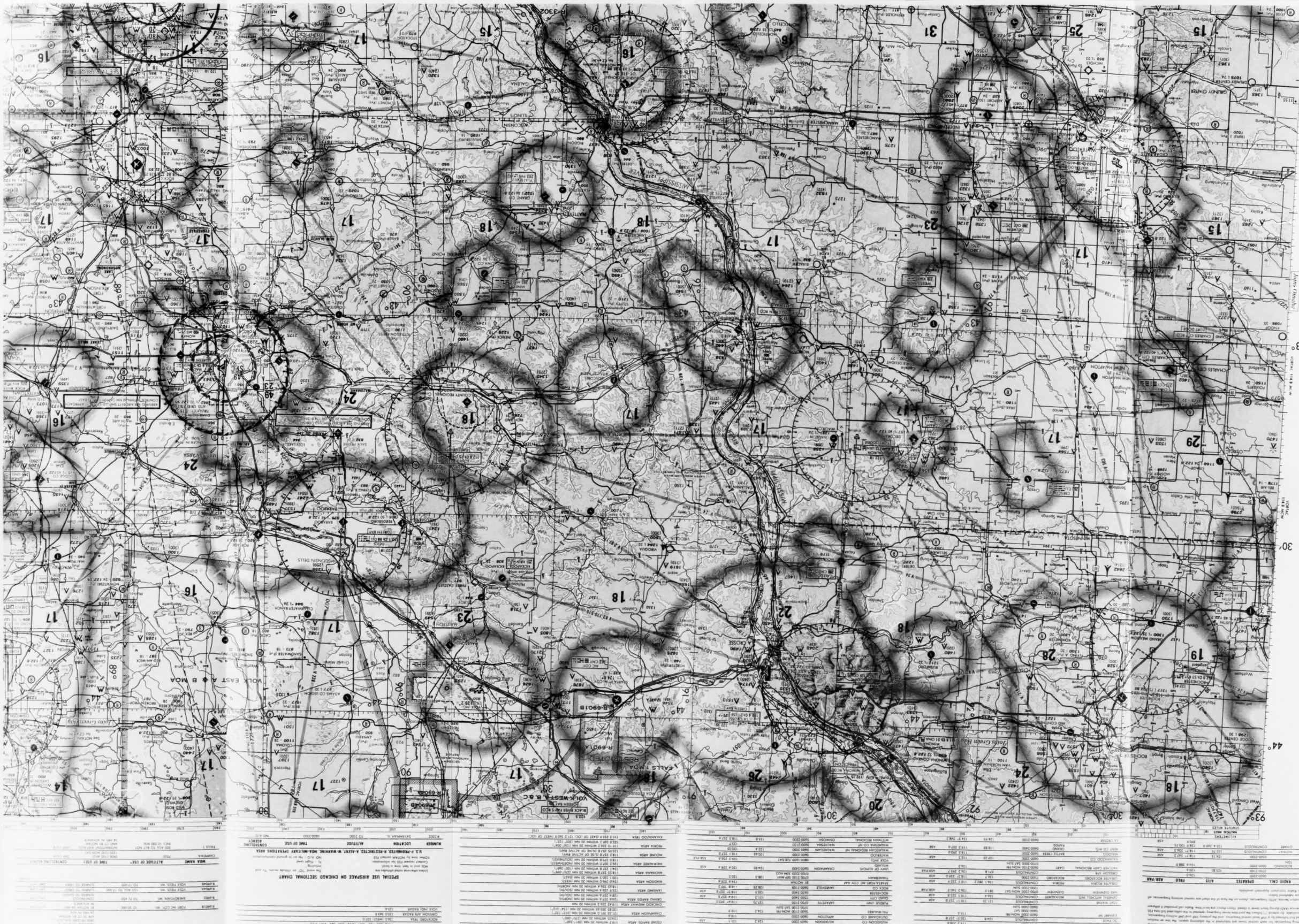
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FEET (Thousands)	0	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30
METERS (Thousands)	0	1	2	3	4	5	6	7	8	9						

Published at Washington, D.C.
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

C 55. 416/10:



MUSKEGON TRSA	118.2 (40° 31' RWY 14-32, 055° 229° RWY 5-23; 119.8 320° 139° RWY 14-32, 233° 049° RWY 5-23	
ROCKFORD TRSA	126.0 (4455'-327'S)	
GRISSOM AFB RADAR	1200-363.8	
VOR/ INDG RADAR	125.6	

SPECIAL USE AIRSPACE ON CHICAGO SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet, time is local. Contact nearest FSS for information. †Other time by NOTAM (contact FSS)

The word "TO" on altitude means "To and including."
Ft. - Flight Level
NO. A/D - No air to ground communications.

U.S. P-PROHIBITED, R-RESTRICTED, A-ALERT, W-WARNING, MOA-MILITARY OPERATIONS AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
R-3502	SAVANNAH, IL	TO 2200	0800-2200	NO A/D
R-6901A	FORT MC COY, WI	TO 30,000	CONTINUOUS MAY 1-SEP 30 0800-2200 MON-THRU-SAT 0800-1630 SUN OCT 1-APR 30 OTHERWISE BY NOTAM 24 HRS IN ADV	ZMP CNTR
R-6901B	FORT MC COY, WI	TO 30,000	BY NOTAM 24 HRS IN ADVANCE	ZMP CNTR
R-6903	SHEBOYGAN, WI.	TO FL 450	CONTINUOUS SUNRISE TO SUNSET	ZAU CNTR
R-6904A	VOLK FIELD, WI	150 AGL TO 17,000	SUNRISE TO 1900†	ZMP CNTR
R-6904B	VOLK FIELD, WI	TO 17,000	SUNRISE TO 1900†	ZMP CNTR

8-24-87

MOA NAME	ALTITUDE USE*	TIME OF USE†	CONTROLLING AGENCY
CHIPPEWA	7000	0900-1150 AND 1330-1630 MON-SAT	ZMP CNTR
FALLS 1	500 AGL TO BUT NOT INCL 10,000 AGL	INTERMITTENT MAY AUG AND OT BY NOTAM 24 HRS IN ADVANCE	ZMP CNTR
HILL TOP	10,000	0800-1900 TUE-SAT	ZID CNTR
HOWARD EAST	9000	0700-2200 TUE-SUN	ZKC CNTR
HOWARD WEST	10,000	0700-2200 TUE-SUN	ZKC CNTR
MINNOW	10,000	INTERMITTENT BY NOTAM NORMALLY DAYLIGHT HOURS	ZAU CNTR
TWELVE MILE	500 AGL TO BUT NOT INCL 9000	0900 TO 90 MIN AFTER SS, TUE-SAT	ZID CNTR
VOLK EAST A	5000 TO BUT NOT INCL 11,000	0930-1100 AND 1330-1500 TUE-SAT	ZAU CNTR
VOLK EAST B	11,000	0930-1100 AND 1330-1500 TUE-SAT	ZAU CNTR
VOLK WEST A	500 AGL TO BUT NOT INCL 7000	0930-1100 AND 1330-1500 TUE-SAT	ZMP CNTR
VOLK WEST B	7000	0930-1100 AND 1330-1500 TUE-SAT	ZMP CNTR
VOLK WEST C	100 AGL TO BUT NOT INCL 500 AGL	BY NOTAM 2 HR ADVANCE	ZMP CNTR

*Altitudes indicate floor of MOA. All MOA's extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.

Uncontrolled airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within the Continental Control Area, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

NOTICE TO USERS OF THIS CHART

You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. Postage-paid Chart Correction cards are available at authorized chart sales agents and at FAA Flight Service Stations. Where delineation of data is required, such information should be indicated clearly and accurately on a current chart (a replacement copy will be returned). Mail to: National Ocean Service, NOAA, N/CG31, 6010 Executive Blvd., Rockville, MD 20852 or call toll-free 800-626-3677.

RESTRICTED R-6903

VOLK EAST A & B MOA

MINNOW MOA

CHIPPEWA MOA

LAKE MICHIGAN

CHICAGO TERMINAL AREA

Pilots are encouraged to use the Chicago VFR Terminal Area Chart for flights at and below 7000'. Terminal Area Charts provide greater detail and clarity of information in congested terminal areas.

SEE TWR FREQ TAB

best copy available



Features normally used as check points for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ▪ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first draw two "match lines" that are common to both sides. On the north side connect the tick marks of the most southern minute of latitude and on the south side connect the marks of the most northern minutes of latitude. These "match lines" must have the same latitude on both the north and south sides.

Step No. 1
On the side of the chart having a terminal point nearest the match line, place a sheet of paper (or chart) so that one edge corresponds to the match line while another edge intersects Terminal Point 1. Make a mark on the edge of the paper at Terminal Point 1 (Mark "A" as illustrated) and one another mark on the chart extending from match line to the edge of the chart (Mark "B" as illustrated).

Step No. 2
Roll the chart over and transfer Mark "B" from the north side to the south side, extending the mark to the match line. Align the sheet of paper to the match line with the corner of the sheet at the transferred Mark "B". With a straight edge draw a line from Terminal Point 2 to Mark "A" to intersect the match line forming Point "C".

Step No. 3
Turn chart over and transfer Point "C" from the south side to the north side. This can be done by measuring the distance from Mark "B" to Point "C" along the match line from the south side. With a straight edge draw a line from Point "C" to Terminal Point 1. This line is the continuation of the direct route drawn on the south side.



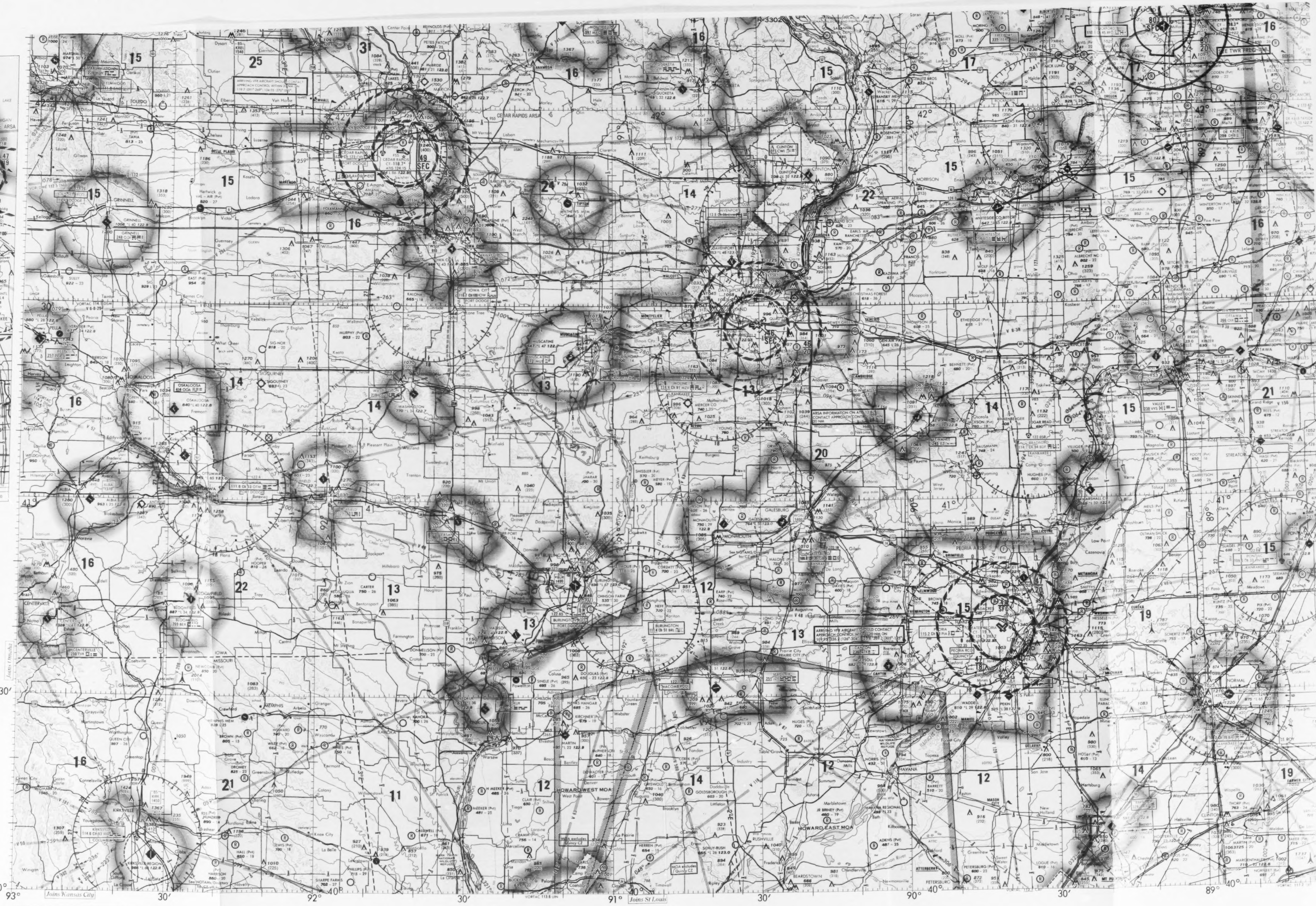
REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) an approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service, National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service, and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36C, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas and U.S. Forest Service Wilderness and Primitive areas.



CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all telephone, telegraph and power transmission lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

TERMINAL CONTROL AREA ALTITUDES
Ceiling of TCA in hundreds of feet MSL
Floor of TCA in hundreds of feet MSL

CHICAGO TERMINAL AREA

Pilots are encouraged to use the Chicago VFR Terminal Area Chart for flights at and below 7000'. Terminal Area Charts provide more detail and clarity of information in congested terminal areas.

CHICAGO O'HARE INTERNATIONAL CONTROL AUTHORITY

CHICAGO MIDWAY AREA

CHAMPAIGN ARSA

HILL TOP MOA

TWELVE MILE MOA

Joins St Louis